



Sailing Instructions

37th Annual Bay to Bay Trailable Yacht Race

29th April and 30th April 2017

Conducted by the Hervey Bay Sailing Club and sponsored by the Hervey Bay Boat Club
Tin Can Bay to Hervey Bay

1 RULES

- 1.1 Bay to Bay will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 Australian Sailing (AS) Prescriptions:
 - a. The following AS prescriptions will not apply RRS 26 (No handicap starts, RRS70.5(a), Rule 70.5(b) (Right of appeal not denied), RRS 86 (No proposed rules being tested), RRS 88.2 (No AS prescription altered), RRS 91 (No international juries appointed), RSS Appendix G Identification on sails (boats are identified by a HBSC race number).
 - b. The AS prescriptions to Rule 1.2 Equipment and crew, Rule 5 Doping, Rule 46 Person in charge, Rule 47.2 Equipment and crew, Rule 63 Hearings, Rule 67 Damages, , Rule 80 Advertising, , Appendix, J1.1(2) notice of race information, Appendix J2.1(1) sailing instructions apply.
- 1.3 Other documents that govern the Bay to Bay will include:
 - a. The YA Special Regulations Part 1 For Racing Boats Category 5 Event, the 37th Annual Bay to Bay Annual Trailable Yacht Race Notice of Race, the 37th Annual Bay to Bay Trailable Yacht Race Notice of Race Appendix A Further Information (available from the download area of the website www.herveybaysailingclub.org.au.) and these Sailing Instructions.
 - b. The relevant requirements Queensland Government legislation apply (YA Special Regulations Part 1 1.01.2) and must be complied with including the Maritime Safety Queensland Safety Recreational Boating & Fishing Guide, Maritime Safety Regulations for smooth and partially smooth waters, Aquatic Permit, Permit to Occupy Snapper Creek Boat Harbour, Marine Pollution Regulations for the Great Sandy Strait, Queensland Parks and Wild Life (QPW) and Environmental Protection Agency (EPA) Regulations for the Great Sandy Marine Park and Great Sandy National Park and the of relevant government authorities (generally available on the website www.herveybaysailingclub.org.au or otherwise elsewhere on relevant websites).
 - c. The NoR, SI, NoR Appendix A Further Information and SI Appendix A Further Information.
- 1.4 These racing rules will be changed:
 - a. **RRS 77 Identification on Sails** is replaced with the Clause 6 of the Notice of Race;
 - b. **RRS 26 Starting Races** shall be by the relevant clauses below;
 - c. **RRS 35 Time limits** are 1600hrs Saturday and 1530hrs Sunday. Each day boats that finish within the time limit will be given their finish time for that leg of the course all other boats shall be scored as Did Not Finish;
 - d. **RRS 78 Compliance with Class Rules** A boat's owner and any other person in charge shall ensure that the boat is maintained to comply with the details on it's entry;
 - e. Appendix A

2 NOTICES TO COMPETITORS

Notices to competitors will be posted at the following race headquarters in the following ways:

- a. Tin Can Bay – Saturday - on the official event notice board at the Tin Can Bay Sailing Club Junior Sailing Shed east of the launching ramps from 0800 hrs until 1000 hrs.
- b. Garry's Anchorage – Saturday - by VHF radio call sign Race Control in Garrys Anchorage from the finishing time of the first yacht until 1800 hrs.
- c. Garrys Anchorage – Sunday - by VHF radio call sign Race Control in Garrys Anchorage from 0600 hrs to about 0715 hrs
- d. Hervey Bay – Sunday - south of the fuel pontoon immediately adjacent to the public boat ramps from the finish time of the first yacht until two hours after the finishing time of the last yacht. Radio call sign Urangan Ramp on VHF 77.
- e. After that in the foyer of the Hervey Bay Boat Club at the Boat Harbour.
- f. During the race - Saturday & Sunday - Contact between the race committee and competitors will be by VHF 77 radio call sign Race Control or mobile 0427 628 511.
- g. Boats must monitor VHF 77 for notices from about 1000 hrs until about 1800 hrs or later in the case of unusual circumstances on Saturday and from 0600 hrs until about 1700 hrs on Sunday.
- h. All entrants are offered this opportunity to receive notices however the race committee will not be liable for any consequences suffered as a result of boats not receiving such notices.

3 CHANGES TO SAILING INSTRUCTIONS

Changes to the Sailing Instructions shall be posted in the following ways:

- a. On the official notice board Tin Can Bay before 0930 hrs Saturday.
- b. Changes to the schedule of Leg 2 Sunday will be posted by VHF 77 radio at 1800 hrs on Saturday.
- c. Any other changes to the Sailing Instructions for Leg 2 Sunday will be posted by VHF 77 radio at 0630 hrs Sunday.

- d. Attention will be drawn to such postings by flying Code Flag L at the Race Headquarters. A sound signal will be made at the time of posting.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the Tin Can Bay Yacht Club mast.
- 4.2 AP displayed ashore when the flag AP is displayed ashore the '1 minute' is replaced by 60 minutes. This changes Race Signals 'Postponement Signals'.

5 SCHEDULE

- 5.1 Pre-race:
 - a. Registration Saturday 29th April 2017 – Tin Can Bay Yacht Club. All skippers must register their intention to race at the race headquarters at Tin Can Bay Yacht Club between 0800hrs and 1000hrs.
 - b. A competitors meeting will be held at 0930hrs Saturday 29th April 2017 – at the Tin Can Bay Yacht Club.
- 5.2 Race – first warning signals:
 - a. The first start warning signal for Leg 1 will not be before 1055hrs on Saturday 29th April 2017.
 - b. The first start warning signal not before 0725hrs Sunday 30th April 2017.

5.3 Post Race

Presentation of trophies will be at the Hervey Bay Boat Club Sportsman Club (Sporties) at 6 Pier Street Urangan at 1900hrs Sunday 30th April 2017.

6 DIVISION FLAGS

Division 1 (sports monohulls with race numbers starting with 1) – Blue symbol / flag.

Division 2 (standard monohulls) and 2-A (sports like standard monohulls) with race numbers starting with 2 – Orange symbol / flag.

Division 3 (standard monohulls) with race numbers starting with 3 – Yellow symbol / flag.

Division 4 (standard monohulls) with race numbers starting with 4 – White symbol / flag.

Division 5-3 standard multihulls and Division 5-4 sports multihulls with race numbers starting with 5 – Green symbol / flag.

7 RACING AREA

The racing area is in the Tin Can Bay Inlet, the Great Sandy Strait and Hervey Bay between near Snapper Creek Tin Can Bay to near the Urangan Boat Harbour Hervey Bay as shown on the sketch chart in the NoR and map available at registration.

8 THE COURSE

- 8.1 The sketch chart shows the location of starts and finish lines, the rounding marks and gates and the side in which each mark is to be left:
 - a. Leg 1 on Saturday is approximately 34km (19nm) long through the Tin Can Bay Inlet and the Great Sandy Strait between north east of Snapper Creek to about Fig Tree Creek south of Garrys Anchorage.
 - b. Leg 2 on Sunday is approximately 50km (28nm) long through the Great Sandy Strait and Hervey Bay between north west of Dream Island to about north east of the Urangan Boat Harbour.
- 8.2 The course may be changed by relocating the start line or by shortening course.

9 MARKS

- 9.1 Rounding marks will generally be lateral navigation marks with the exception of the Saturday Leg 1 Mark B gate mark (to the west of Mark B) and Mark C and Sunday Leg 2 Mark D and Mark D gate (to the East of Mark D) which will be boats displaying a yellow flag and a letter board indicating their respective mark / gate letter.
- 9.2 Rounding marks may be attended by course mark boats (flying a yellow flag and displaying the relevant letter board) that will record the race number of each boat passing the mark and involved in mark infringements and patrol boats (flying a white flag) may assist in identifying race numbers of boats correctly passing each mark and advising race control of boats not correctly passing a mark. Race numbers will not be recorded at Sunday marks A, E, H and I. If you are not sure that your race number has been recorded when rounding a mark (too far away or blanked by other boats) you must report your mark rounding to Race Control on VHF 77 as soon as reasonable.
- 9.3 Leg 1 course marks will be:
 - a. Start committee boat and pin end boat, pass between boats observing inflatable distance marks if used;
 - b. Mark A Green Beacon T1 leave on your port side;
 - c. Mark B Red Buoy S38 leave on your starboard side pass and pass between S38 and a gate boat (to the west of Mark B);
 - d. Mark C (a large motor boat) leave on your port side;
 - e. Finish committee boat and pin end boat, pass between boats observing inflatable distance marks if used.
- 9.4 Leg 2:
 - a. Start committee boat and pin end boat, pass between boats observing inflatable distance marks if used;
 - b. Mark A Red Beacon S26 leave on your starboard side;
 - c. Mark B Red buoy S24 leave on your starboard side;
 - d. Mark C green beacon S23 leave on your port side;

- e. Mark D (large motor boat) leave Mark D on your port side and pass between Mark D and the gate boat (to the east of Mark D);
 - f. Mark E Green Beacon S13 leave on your port side;
 - g. Mark F Green Buoy S11 leave on your port side;
 - h. Mark G Green Buoy S7 leave on your port side;
 - i. Mark H Green Beacon S5 leave on your port side;
 - j. Mark I North Cardinal Beacon BWN leave on your port side;
 - k. Finish committee boat and pin end boat, pass between boats observing inflatable distance marks if used.
- 9.5 Starting and finishing marks will be boats identified by the committee boat – flying a burgundy HBSC pennant and the starting / finish symbols / flags and the pin end boat flying a yellow flag. The finish symbols / flags will be a blue flag and code flag S if shortened course with division symbols if the finish line does not apply to all divisions.

10 AREAS THAT ARE OBSTRUCTIONS

The sketch map provided is a rough guide only and should not be relied on for navigation.

There are areas of many obstructions (that are hazards to your safe navigation and the safety of boat and crews) along the course in the form of sand banks (constantly moving over time), mangrove outcrops, some isolated rocks, some wrecks, rocky shores and coral reefs particularly on the second leg of the course especially from Mark F past the Duck Island, Picnic Island, Little Woody and Big Woody, across to Round Island and into the Urangan Boat Harbour. There is also the Wide Bay Bar (opening out to the Pacific Ocean) some considerable distance to the east of Saturday Mark A and Hervey Bay (opening out to the Coral Sea) immediately to the north of Sunday Mark G, Mark H and Mark I.

This list of obstructions is not exhaustive and there will be other obstructions and dangers that you will need to avoid that may not be mentioned above and may not be known at the time of the preparation of these sailing instructions.

While only those navigation marks that are depicted as course marks need to be observed in respect to sailing the course each boat must use a current navigation chart to safely avoid the above mentioned and other unmentioned obstructions.

11 THE START

- 11.1 The race legs will be started as follows (this changes RRS 26):

The boat types are started in Divisions in the order, warning symbols / flags and intervals as listed below.

DIVISION 4 10 minute interval	Type 1 Monohulls	WHITE SYMBOL & FLAG
DIVISION 3 10 minute interval	Type 1 Monohulls	YELLOW SYMBOL & FLAG
DIVISION 2 10 minute interval	Type 1 & Type 1 A Monohulls	ORANGE SYMBOL & FLAG
DIVISION 1 10 minute interval	Type 2 Monohulls	BLUE SYMBOL & FLAG
DIVISION 5	Type 3 & 4 Multihulls	GREEN SYMBOL & FLAG

The starting order and starting intervals may be varied at the digression of the race committee. It is your responsibility to watch out for and obey the starting signals made.

- 11.2 The race will be started using the following signals:

Warning - At five (5) minutes before the start – The Division Warning Signal will be displayed;

Preparatory - At four (4) minutes before the start – The Preparatory Signal either Code Flag P, I, U or Black Flag will be displayed;

One minute - At one (1) minute the Preparatory flag/s lowered;

At the start – The Division Warning Signal lowered;

- 11.3 The starting line will be in an imaginary line between the mast / staff displaying the burgundy H.B.S.C. Pennant on the start committee boat and the mast / staff displaying a yellow H.B.S.C. Pennant on the starting line mark (pin end) boat. The committee boat may be located at either the starboard or port end of the line.

Inflatable starting line limit marks may be laid at or near the committee boat and the pin end boat, in which case boats shall pass between the limit marks any boat passing between a limit mark and the committee boat or pin end boat will be disqualified.

The normal location of the start lines will be as shown on the sketch chart:

- a. On Saturday north east of Norman Point at Tin Can Bay.
- b. On Sunday north west of Dream Island in the Great Sandy Strait.

The location of start and finish lines may be changed and boats must watch for signals on the committee boats and listen out for information on VHF 77.

- 11.4 Boats in the starting area whose division warning signal has not been made shall avoid the starting area during the starting sequence of other divisions. [DP]

- 11.5 Boats that do not start within 30minutes after the last division's starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5 [DP]
- 11.6 Individual recalls RRS 29.1 Code Flag "X" applies.
If any part of a boat's hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her race number on VHF 77. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 11.7 General recalls, if not all race numbers of boats on the course side of the starting can be identified or if there is an error in the starting procedure then RRS 29.2 General Recall applies to the start just signalled.

12 CHANGE OF COURSE

- 12.1 The normal start line location may be shifted by the start committee boat flying the HBSC pendant will display Code Flag N (abandonment) or AP (postponed) and Code Flag L (follow me) and boats must follow the committee boat up the course to a more favourable start line location.
- 12.2 The normal finish line location may be shifted by shortening course according to RRS 32.

The course may be shortened according to RRS 32.2(a) at a rounding mark in which case boat the finish line will be between the staff on the finish committee boat displaying a Blue finish flag and flag S and the rounding mark and boats finishing must pass between the finish committee boat and the rounding mark.

Where possible a finishing line Mark Boat (pin end) will be located near the shortened course rounding mark to assist in recording race numbers finishing in which case the finish line will be between the flag staff displaying the finish signals on the finish committee boat and the flag staff on pin end boat and boats finishing must pass between the finish committee boat and the finish pin end boat. This changes RRS 32.2(a)

Or

The course may be shortened according to RRS 32.2 (b) in which case the finish line will be between the flag staff displaying the finish signals on the finish committee boat and the flag staff on pin end boat and boats finishing must pass between the finish committee boat and the finish pin end boat.

13 THE FINISH

- 13.1 The finishing line shall be an imaginary line between the mast displaying the burgundy H.B.S.C. Pennant and the Blue Flag on the finish committee boat and the mast displaying a Yellow H.B.S.C. Pennant on the pin end boat. Boats will finish by passing between the committee boat and the pin end boat. SI Clause 12.2 may change this.

The finish committee boat may be on the starboard or port end of the finish line.

An inflatable finishing limit mark may be laid at or near the committee boat and / or the pin end boat in which case yachts shall pass between the inflatable marks. The use of a limit mark does not alter the finish line defined above.

On Saturday the finish line will normally be approximately North West of Fig Tree Creek towards the western side of the channel near the Green Lateral Beacon S37 (south of Garrys Anchorage) as shown on the sketch chart.

On Sunday the finish line will normally be approximately in the vicinity of Red Beacon EU2 North West of Datum Point on Big Woody Island as shown on the sketch chart.

In the case of a shortened course the finishing line and location will be as per Clause 12.2 above.

- 13.2 Yachts not clearing the finish area quickly and adversely affecting the finish of other boats may be disqualified. [DP]
- 13.3 If the finish committee boat is absent when a boat finishes, she must report her finish time and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

14 PENALTY SYSTEM

RRS Rule 44.1 Taking a Penalty and RRS 44.2 One Turn and Two Turns Penalty apply.

Boats are expected to abide by the fundamental principle of sportsmanship which is that when competitors break a rule they will promptly take a penalty, which may be to retire.

Breaches of Queensland Transport Maritime Safety, Environmental Protection Agency and Parks and Wildlife Regulations and the conditions of permits issued by Queensland Government Departments for the Bay to Bay may incur disqualification without a hearing [DP].

15 TIME LIMIT AND SCORES

The time limit for Leg 1 Saturday is 1600hrs and for Leg 2 Sunday is 1530hrs.

Boats not finishing within the time limit will be scored DNF without a hearing. This changes RRS 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the race office, located at the race headquarters at the registration desk at the Tin Can Bay Yacht Club on Saturday morning before 1000hrs, from the 'sign off boat' on Saturday afternoon in the southern entrance to

Garrys Anchorage, at the southern most public ramp in the Urangan Boat Harbour and thereafter at the Hervey Boat Club boardroom.

- 16.2 The protest time limit to notify Race Control of an intention to protest is 90 minutes after the last boat has finished on the day or the race committee signals no more racing today, whichever is the latter. A completed protest form together with a protest fee of \$25 must be lodged at one of the race office locations above before the time limit expires.

The intention to protest must be radioed to Race Control as soon as reasonably possible after the protest incident occurs on VHF 77. This changes RRS 61.3

- 16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

Hearings will be held in the protest room, located at the boardroom of the Hervey Bay Boat Club Sportsman Club (Sporties) beginning at the time posted.

- 16.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.5 Breaches of Sis 11.3, 18, 21, 23, 25, 26 and 27 will not be grounds for a protest by a boat. This changes RRS 60.1(a)
- 16.6 On the Sunday a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2

17 SCORING

Scoring will be as per NoR Clause 12.1. This changes Appendix A.

18 SAFETY REGULATIONS

- 18.1 On the water sign on and sign offs will be conducted by a race official from a race official boat flying a white pennant. Boats that do not observe a confirmation sign on / off dip of a flag from the sign on / off boat as they pass the sign on boat or have not passed the sign on boat must sign on / off by positive communication to the sign on / off boat (Urangan Boat Harbour outer finger Sunday) on VHF77 call sign 'sign on' or 'sign off'. The on the water sign on / off locations and times will be as follows:

Saturday Leg 1:

- a. On the water 'sign on' in the vicinity of the Red Beacon as you leave Snapper Creek between 1000hrs and 1100hrs.
- b. On water 'sign off' in the southern entrance to Garrys Anchorage as you enter the anchorage near the first Red Beacon from the finish of the first boat to 1630hrs.

Sunday Leg 2:

- a. On the water 'sign on' in the northern entrance to Garrys Anchorage near the last Red Beacon as you leave the Anchorage from 0630hrs until about 0730 hrs.
- b. On the water 'sign off' from the outer finger in the Urangan Boat Harbour from the finish of the first yacht to 1630hrs.

- 18.2 If you have registered and do not intend to race or intend to retire from the race on the Saturday or Sunday leg you must notify the race committee by positive communication VHF radio 77 call sign 'Race Control'.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Substitution of competitors or damaged or lost equipment will not be allowed without prior approval by the race committee.
- 19.2 Requests for substitution shall be made to the race committee at the first reasonable opportunity by contacting the race committee by either mobile phone 0427 628 511 or VHF 77 – call sign Race Control.

20 EQUIPMENT AND MEASUREMENT CHECKS

On the water, a boat can be inspected by a member of the race committee or the technical committee.

Ashore a member of the race committee may request a boat be inspected or measured at a time and place advised by mobile phone, VHF 77 or in person by the race committee.

21 EVENT ADVERTISING

Boats shall display advertising supplied by the organizing authority in the form of a sticker on the hull.

22 OFFICIAL BOATS

Official boats will be marked and perform the duties as follows:

- a. Course mark boats – a yellow pennant, mark boats may be anchored near a mark of the course and record numbers of boats rounding marks. On Sunday Marks A, E, or I will not normally have a course mark boat.
- b. Course patrol boats – a white pennant, patrol boats will perform transport of St Johns Ambulance first aiders, advise race control and rescue organization boats of boats requiring assistance, perform the on the water 'sign on / off', assist mark boats record race numbers of boats passing through a gate at mark B Saturday and mark D Sunday and rounding marks and record mark rounding infringements, assist start boats record start line infringements, assist finish boats record boat numbers finished and record finish line infringements.
- c. Start and finish line committee boats – display start signals and record start line infringements, display finish signals and record race numbers finish times and record finish line infringements.

- d. Race Control boat – display a white pennant and provide an on course race headquarters while each leg is being sailed.
- e. Rescue organization boats from the Tin Can Bay Coast Guard, Sandy Strait Coast Guard and Volunteer Marine Rescue Hervey Bay – perform rescue operations for boats requiring assistance during the race

23 SUPPORT BOATS

Support boats will stay outside areas where boats are racing from the time of the preparatory signal until boats have cleared the finish line or boats have retired or the race committee signals a postponement, general recall or abandonment.

24 TRASH DISPOSAL

All boats must carry trash or sewage generated during the race to a support boat or to trash bins or sewage pump out facilities at the Urangan Boat Harbour. There is no trash collection bins or sewage pump out facilities at Garrys Anchorage.

25 RADIO COMMUNICATION

Each boat shall carry sufficient VHF radio communication resources for the duration of the Bay to Bay and extra days in the case of unforeseen weather or gear failure including sufficient battery capacity to contact or be contacted by Race Control, Patrol Boats, Mark Boats, Tin Can Bay Coast Guard, Sandy Straits Coast Guard, Volunteer Marine Rescue Hervey Bay or the Australian Maritime Safety Authority on the following call signs and frequencies:

- a. Race Committee - VHF 77 - call sign Race Control
- b. Patrol Boat 1,2,3, etc - VHF 77 - call sign Patrol Boat 1 or 2 or 3 etc.
- c. Mark Boat A,B,C etc. - VHF 77 – call sign Mark Boat A or B or C etc.
- d. Sign on / off Crew - VHF 77 – call sign Sign on or Sign off
- e. Coast Guard Tin Can Bay - VHF 82/77 – call sign VMR417 or Coast Guard Tin Can Bay
- f. Coast Guard Sandy Straits - VHF 82/77 – call sign VMR421 or Coast Guard Sandy Straits
- g. Volunteer Marine Rescue Hervey Bay - VHF 73/77 – call sign VMR466
- h. Australian Maritime Safety Authority – EPIRB

Except in the case of an emergency or a retirement a boat that is racing shall not make to or receive voice or data transmission communication that is not available to all boats.

26 PRIZES

Prizes will be given as per the NoR.

27 DISCLAIMER OF LIABILITY

Competitors participate in the Bay to Bay entirely at their own risk. See RRS 4, Decision to Race and YA Special Regulations Rule 1.02 Owners Responsibility. The HBSC will not accept any liability for material damage or loss or personal injury or death sustained in conjunction with or prior to or after the Bay to Bay.

Refer also to the NoR.

28 INSURANCE

Refer to the NoR.

29 FURTHER INFORMATION

For further details and the latest available information including the NoR, SI, Appendix A ‘Further Information’ and entry acceptance email about essential aspects of the Bay to Bay including your commitment to your obligations, responsibilities and accountabilities to the requirements of the rules, legislation and other documents governing the Bay to Bay, safe, fair and even competition, sportsmanship, the environment and the community, important aspects of the venue and course and other non racing activities you must visit the official HBSC website – www.herveybaysailingclub.org.au Home page or go to downloads > 37th Bay to Bay 2017.

If you have unanswered questions please contact the following before or during the Bay to Bay for:

- a. Non-racing issues including bus seats: email enquiries@herveybaysailingclub.org.au or phone mobile 0467 453 819
- b. Race issues: Race Officer Colin Verrall: mobile 0427 628 511 or email bay2bay@herveybaysailingclub.org.au